EMBRAER News

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● The Shorts Tucano displayed in Farnborough

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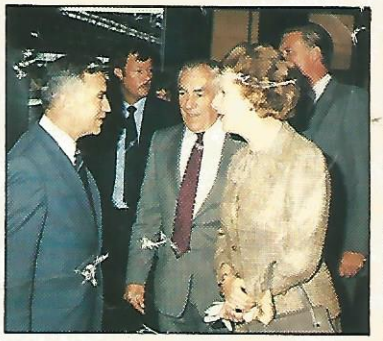
● The company stand at North Hall NB12



● Prime Minister Margareth Thatcher chats with Embraer Chairman Ozires Silva (left) and Shorts Chairman Sir Philip Foreman during the recent Farnborough Air Show

Brasilia Back Home After Demonstration Tour In Europe

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The Company At Farnborough'84

The company participation at Farnborough '84, the biggest such air show ever held at that place with over 500 exhibitors from 23 countries and an attendance in excess of 400,000 visitors, was undoubtedly a success.

During the period of the Show hundreds of businessmen, prospective customers, press people and visitors attended the Embraer stand at North Hall NE12 and the installations at Chalet Buildings H4-5, as well as the dedicated AMX Program stand at North Hall NC13 shared by the three partner companies involved in this project.

A VIP party led by Prime Minister Margareth Thatcher toured the company stand accompanied by Embraer Chairman Ozires Silva and Shorts Chairman Sir Philip Foreman. Later on, Mrs. Thatcher also visited the Shorts stand which had at its entrance a Tucano model in RAF colors. As it is well known, the two companies have teamed up to offer the Tucano to the Ministry of Defence in response to AST-412.

Another highlight at this year s Farnborough was the appearance in Europe for the first time of the EMB-120 Brasilia pressurized airliner, in the form of the second flying prototype PT-ZBB which had complete internal outfitting. The aircraft was displayed statically and in flight and also carried out demonstrations for customers and the press.

Also taking part in the static and flying displays were two Tucano trainers, PT-ZTT and PP-ZTC. The former was a production standard machine while the latter, painted in the livery of the RAF, was the prototype of the Shorts Tucano. This particular aircraft featured a more powerful PT6 engine of 850 SHP, a canopy provided with a separate windscreen and a ventral airbrake.

These Tucanos were fitted with underwing smoke generators and were much praised by both the expectators and the official air show narrator for their precise flying demonstrations. An aerobatic maneuver which brought much enjoyment to the public was the so called " lomcovàk ", performed by pilots Vilarinho and Faria.

After the Farnborough Air Show the EMB-120 Brasilia remained in Europe for a demonstration tour while Tucano PT-ZTT was deployed to the Middle East for the same purpose.

Commercial contacts with several new customers were also made and may give fruition in the short term to additional orders for various of the company's products.

Brasilia Back Home After Demonstration Tour In Europe

The second flying prototype of the EMB-120 Brasilia pressurized airliner, PT-ZBB, arrived back home on October 14 after a 49-day demonstration tour throughout several countries in Europe following its participation in the Farnborough Air Show.

The tour was divided in two phases and was highlighted by the Brasilia participation in the European Regional Airlines Association meeting held in Morlaix, France.

This particular Brasilia was completely outfitted with 30 seats, baggage bins, toillet and galley. While on the tour it flew typical routes for several airlines, visiting 51 different locations in the UK,

France, Denmark, Norway, Sweden, Belgium, the Netherlands, Switzerland, Finland and West Germany.

During this tour the EMB-120 Brasilia carried a total of 1,590 passengers and clocked a total flying time, including the journey to Europe and back, of 170 hrs 18 min.

Brazilian Regionals Fly The Brasilia

On October 17 and 18, shortly after returning from Europe, the same aircraft was engaged in a short-term tour for four of the Brazilian regional airlines.

The first demonstration was made to TAM-Transportes Aéreos Regionais S.A., with a flight from São Paulo to Ribeirão Preto (also within the State of São Paulo), one of the typical routes operated by the company, and back, with 30 passengers and a crew of three, which included directors, pilots and technicians of the airline.

After returning to São Paulo the Brasilia went to Salvador (State of Bahia), where it carried out a local flight for the benefit of the directors and technicians of Nordeste Linhas Aéreas Regionais S.A.

The demonstration for Rio-Sul included flights to Macaé and Campos (both in the State of Rio de Janeiro) and that for Votec, a flight from Rio to Belo Horizonte (State of Minas Gerais) and back.

While on this tour the EMB-120 Brasilia covered 4.811 km, visited seven cities in four different states, clocked 17 hrs flying time and carried 270 passengers.

On both the tours in Europe and Brazil the EMB-120 Brasilia required no ground support equipment, relying solely on its APU for supplying power to energize systems, start engines and refrigerate the passenger cabin.

On the evening of the same day, the aircraft was in Rio de Janeiro, in preparation for demonstrations to Rio-Sul Serviços Aéreos Regionais S.A. and Votec Serviços Aéreos Regionais S.A.

N-821 Carajá Turboprop Conversion Enters The Market

Neiva Indústria Aeronáutica S.A. started producing and marketing this year a turboprop conversion of the EMB-820 Navajo designated N-821 Carajá.

In fact, the first such aircraft sold in Brazil, registered PT-RGV, was recently delivered to Banco Bamerindus, a financial conglomerate headquartered in Curitiba, State of Paraná.

Additionally to that example, two others were also sold and are scheduled for delivery in December to the Government of the State of Piauí and to Companhia de Açúcar e Alcool Bandeirante, the latter based in Cornélio Procópio, State of Paraná. A third unit was negotiated with Santa Catarina State-based meat processing concern Perdigão Agro-Industrial S.A. and is presently undergoing conversion at the Neiva facilities.

The conversion work basically comprises structural modifications to cope with the aircraft's higher power and operating weights such as: reinforcement of the fuselage, wings, engine mountings and main landing gears; adoption of 550 SHP Pratt & Whitney of Canada PT6A-27 engines driving Hartzell three-bladed propellers; redesigned engine nacelles and cockpit instrument panel; as well as adoption of totally new fuel, electrical and cooling systems. Rights for the conversion were acquired from Texas-based Schafer Aircraft Modifications Inc., who originally developed the project.

NEIVA N-821 CARAJÁ MAIN CHARACTERISTICS

Length: 10,55 m (34 ft 7 in); Span: 12,39 m (40 ft 8 in);
Height: 3,96 m (13 ft);
Powerplant: 2 Pratt & Whitney of Canada PT6A-27 engines de-rated to 550 SHP driving Hartzell three-bladed, constant-speed, fully-feathering, reversible pitch propellers.
Maximum take-off weight: 3,630 kg (8,003 lb)
Equipped empty weight: 2,230 kg (4,916 lb)
Payload: 744 kg (1,640 lb)
Usable fuel capacity: 1,312 liters (346 US gal)

PERFORMANCE

Maximum cruise speed (ISA, MTOW, 10,000 ft): 430 km/hr (267 mph)
Climb rate: 14,22 m/sec (2,800 ft/min)
Take-off distance over 15 m (50 ft) obstacle: 540 m (1,772 ft)
Landing distance over 15 m (50 ft) obstacle: 563 m (1,847 ft)
Maximum operating ceiling: 7,315 m (24,000 ft)
Range (with 45 min. reserves): 1,800 km (1,118 nm)

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